(b) if so, the road projects undertaken so far in Andhra Pradesh during the last five years;

(c) the amount spent so far on each road project;

(d) the criteria adopted to use such loan; and

(e) by when all the roads will be completed?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) to (e) This Ministry is primarily responsible for development and maintenance of National Highways and roads other than National highways are the responsibility of the State Governments. No National Highway works have been undertaken with funding from World Bank in the State of Andhra Pradesh. However, some World Bank loan has been arranged for state sector road project in Andhra Pradesh the details of which are enclosed as Statement.

Statement

Details of World Bank loan for State sector road projects in Andhra Pradesh

The Board of Directors of the World Bank on 15th October 2009 has approved an IBRD loan of US$320 million for Andhra Pradesh Road Sector Project. The objective of the project is to improve the institutional capacity of the Andhra Pradesh Government in the road sector to provide better quality, capacity and safe roads to users in a sustainable manner. The total cost of the project is estimated at US$720.5 million with World Bank assistance of US$320 million. The balance amount of US$400.50 million would be met by the State Government. The components of the project are as under:

(1) Road improvement component (up-gradation and improvement of 429 kms of roads)

(2) PPP Enabling Support Component

(3) Institutional Strengthening Component

(4) Road Safety component

The Road project under this loan is likely to be completed by 2015.

Impact of FTAs on domestic spice producers

*198. SHRI GIREESH KUMAR SANGHI:

SHRI SANTOSH BAGRODIA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Spice Board considered the impact of the recent Free Trade Agreements (FTAs) on the domestic spice producers;

(b) if so, what was its conclusion;

(c) whether Government took into account Board's opinion before agreeing on the FTAs; and

(d) in what manner the issues raised by the Spice Board were accommodated in the FTAs?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA): (a) to (d) Yes, Sir. While negotiating Free Trade Agreements (FTAs) Government takes a number of steps to protect the interest of domestic as well as export oriented industry and farmers. These include keeping the items to which the domestic industry and farmers are sensitive, in the Negative List. On such items limited or no tariff concession are granted to the trading partner. Such list are prepared after consulting all stake holders which include the Boards as well as the Apex Chamber of Commerce and Industry, Industry Association, etc. In so far as India-ASEAN Trade in Goods Agreement is concerned inputs were obtained from the Spices Board and considered while finalizing the Agreement. Most of the spices are included in India's exclusion List(Negative List). The Cabinet while approving the Trade in Goods Agreement has set up a Group of Minister(GoM) to recommend appropriate measures including structural reforms in vulnerable areas including Tea, Coffee, Spices etc.

Road safety funds

*199. DR. ABHISHEK MANU SINGHVI:

SHRI VIJAY JAWAHARLAL DARDA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the items on which "Road Safety" funds accruing from "Excess in target traffic" from Build, Operate and Transfer (BOT) Toll roads are spent;

(b) what was the total corpus of "Road Safety" Fund, State-wise;

(c) whether any part specifically is being allocated towards giving immediate monetary relief to serious accident victims or dependants of fatal victims on highways; and

(d) if so, how many such victims or their dependants were so compensated during 2007 and 2008?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) In respect of projects where the Concession agreement for Build, Operate on Transfer (BOT) Toll road projects have the provision for revenue sharing in the event of traffic exceeding the target traffic, such revenue is utilized *inter alia*, for meeting the cost and expenses on works and services not covered in the scope of the concession agreement but which arise out of safety requirements based on safety audits of the project highway carried out by the Safety Consultants appointed by National Highways Authority of India (NHAI).

(b) No fund has been generated in NHAI.

(c) and (d) Does not arise in view of (a) and (b) above.